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## SPORT AND ANECDOTE.

## BY AN OLD FOGEY.

## CAPTAIN MCCALMONT.

A London daily newspaper, which is usually  
very accurate in its intelligence concerning  
Society, announced the other day that Colonel  
Harry McCalmont, C.B., M.P., had been selected  
by the Government, as the Governor-General  
of Australia, in succession to the Earl of  
Hopetoun, who resigned his position owing to  
the fact that this royal position entailed greater  
demands upon his purse than he felt justified in  
meeting, having due regard to his family. It  
is impossible that such a point can weigh with  
Colonel McCalmont, who is a man of almost  
fabulous wealth, but the point is that, if  
the story be true, one sportsman would  
succeed another as the titular head of the new  
Commonwealth—a country which is not only  
peopled by our kith and kin, but which is also  
bound to us by bonds of sport and pastime of  
many kinds. Colonel McCalmont is a man in  
sympathy with the turf, and cricket and foot-  
ball field, and he is a devotee of yachting, so that  
the loyal community in the land of the Southern  
Cross would be indeed gratified to have such a  
typical English gentleman as the representative  
of our good sporting monarch, King Edward  
VII. I was much amused when I saw the  
announcement, because there was a very curious  
addendum in one of the daily journals. This  
ran: "But his greatest distinction, perhaps, is  
winning the Derby with *Isinglass*." The win-  
ning of the Derby is truly a great achievement,  
but I fail to see that this is a qualification or  
even a recommendation for the exalted and  
responsible office of Governor-General of  
Australia. It is a personal triumph in a man's  
life, and undoubtedly Col. McCalmont is the  
only living man likely to obtain much *hudos*  
out of the circumstance, for Jewitt, the trainer,  
is dead, and Captain MacNeil, who managed the  
stable, has also joined the ever increasing  
majority, while Tommy Loues, who rode the  
hero at Epsom, has retired from the pigskin,  
although still young, hale, and hearty. But a  
series of accidents quite shattered the nerves of  
Tommy Loues, one of the nicest little gentle-  
men who ever handled a horse. However, let  
us glance at the career of Colonel McCalmont,  
particularly as a sportsman. Harry Leslie  
Blundell McCalmont, C.B., M.P., was born in  
1831, being the eldest son of Mr. H. B. B.  
McCalmont, a barrister-at-law, but his family,  
generally supposed to be Irish, are really  
Scottish. They were driven from Scot-  
land as Covenanters, and settled on an estate near  
Belfast. As I have said, his father was a bar-  
riester, who practiced in London, but the enor-  
mous wealth of the new Governor-General of  
Australia did not descend from father to son. His father  
had two uncles, Robert and Hugh, who were  
stockbrokers. They conducted a prosperous  
business for more than half a century, and then  
the elder, Robert, died. He was a childless  
widower, and bequeathed his accumulated wealth  
to Hugh. Now Mr. Hugh McCalmont never  
married, and he left all his fortune, generally  
set down at four millions, in trust for his great-  
nephew, but he was not to inherit this colossal  
sum until he was 32. Now he attained that age  
on May 30th, 1893, the day before *Isinglass* car-  
ried off the Derby from *Ravenburg*, *Racemir*,  
and others. A fortune of £4,000,000 and a victory  
in the Derby by the aid of the horse of the  
Victorian Era were two presents which might  
be envied even by a king. But of *Isinglass*,  
still in the land of the living, more anon.

**AN ALL-ROUND SPORTSMAN.**  
Mr. McCalmont was born on the day that  
Col. Townley's *Kettledrum* won the Derby. He  
was educated at Eton, being in the house of  
Mr. Hale. Whilst there he played a great deal  
of Association football and assisted greatly in  
some notable victories for his house team. But  
even more than that, he was for two years in  
the Eton football eleven, being contemporary  
with Mr. P. J. de Paravicini, the cricketer, Mr.  
W. Bromley Davenport, M.P., Mr. H. W. Bain-  
bridge, Mr. G. C. Bourne, and others, who have  
made their names in the world. Mr. McCalmont  
was a hard worker and a heavy charger. But  
the hardy game of winter was not his only re-  
creation, for he was also a wet-bob, and was the  
stroke-man of an Eton eight which gained a glorious  
victory at the great Henley Royal Regatta. But  
even with all his devotion to outdoor sport,  
he was a clever young man, as he not only  
worked his way into the sixth form of Eton  
College, but passed all his military examina-  
tions whilst he was there. This is quite un-  
usual, and he was consequently gazetted while  
at Eton to the 6th Foot. Transferred to the  
Scots Guards, he remained with that regiment  
until he retired from the service in 1890, but  
he afterwards joined a battalion of the War-  
wickshire Militia, of which he became the com-  
manding officer. Moreover, he took his regiment  
out to South Africa, and was very useful during  
the war with the Boers. Since 1895 he had  
represented the Newmarket division of Cam-  
bridgeshire, a seat he won from Sir George  
Nesbitt, so that quite apart from his success as  
a sportsman, he has rendered public service to  
his country ever since the days he joined the  
6th Foot. But when young McCalmont left  
Eton he took away with him his love for foot-  
ball, and he it was who suggested and founded  
the Army Football Association. Moreover he  
played with his regimental team until increas-  
ing weight bade him forego the rough joys  
of football and the stern work of rowing.  
But then he took to coaching, and while he  
was in the Scots Guards he was associated  
with the Lord Winchester who was killed in  
the Boer War, Lord Willshire, Col.  
Outhwaite, and Col. Stracey in the Brighton  
coach, while afterwards he ran a coach from  
Ross to Moosmouth and Aberystwyth, a project  
probably suggested to him by his visits to his  
family residence of Bishopwood, near the  
beautiful old-world town of Exeter, which was about

this time—towards the end of the eighties—that  
Mr. McCalmont came under the influence of  
Captain MacNeil, and acquired a few racehorses.  
He was always fortunate, and having bought  
*Timothy* from the "Downer" Duchess of  
Montrose, well known as "Mr. Manton," he won  
the Ascot Cup and the Alexandra Plate with  
him to the outspoken disgust of the lady who  
made a scarlet jacket her livery. With *Timothy*,  
*Isinglass*, who won the Royal Hunt Cup, and  
*Racemir*, to whom he was endeavouring to  
concede 10lbs., Mr. McCalmont laid the founda-  
tion of a brilliant career on the turf. This we  
need not trace minutely, but at showing what a  
lottery breeding and racing are, let me tell  
you that *Deadlock*, the dam of *Isinglass*,  
was an old *Wentock* mare to which Captain  
MacNeil took a fancy. She was drawing  
a cart on a farm when the astute  
captain found her and bought her for  
19 sovs. She was mated with *Isionomy* and sold  
the following year with her foal at foot, a colt  
called *Isington*, to Mr. McCalmont for £500.  
In 1889 her new owner sent *Deadlock* again to  
*Isionomy*, and the produce was *Isinglass*, in  
private a lazy horse who would never stretch  
himself out and liked to be galloped on tan.  
But in public, on a racecourse, one never  
knew really how good he was. As a two-year-  
old *Isinglass* won 24,577, as a three-year-  
old £18,500, as a four-year-old all the three  
"ten-thousand-pounders," making £31,498, and  
as a four-year-old £2,520. This gives a total of  
£57,455, or £2,300 lbs. more than *Donovan*. No  
horse which ever trod the turf has won so much  
money as *Isinglass*, so that after all it is, per-  
haps, Mr. McCalmont's greatest claim to dis-  
tinction, although *Flying Fox* might have passed  
even this total had his engagements not been  
null and void owing to the death of the late  
Duke of Westminster. Mr. McCalmont was  
once the owner of the famous steam yacht  
*Giralda*, which he sailed and steamed nearly  
40,000 miles, but he sold the vessel, if I re-  
member aright, to the Spanish Government.  
As the owner of Chevelay Park, Newmarket,  
he is the ground landlord of much of the Jockey  
Club's Estate, and has there, in the very heart  
of flat-racing, done his utmost to encourage  
steepchasing during the winter months. He  
is a great rearing of pheasants, and favours the  
hats of shooting. On his Newmarket estate  
6,000 pheasants have been brought down in  
one season, and every head given away—as  
becomes a man of his means. Mr. McCalmont  
is a member of the most exclusive clubs in the  
world, viz., the Jockey Club, and the Royal  
Yacht Squadron, and is quite one of Marl-  
borough House set. What could Australia  
wish for more than such a sportsman, even if he  
is not a real live lord?

**THE CHARM OF COACHING.**  
The brief allusion I have made to the love of  
coaching possessed by Col. McCalmont serves to  
reminde me of the joy and sport to be had by a  
gentleman who has the means to equip and the  
time to drive his own four-in-hand. There are  
few more splendid spectacles in London than  
the meets of the Coaching and the Four-in-Hand  
Clubs at Hyde Park. The beauty of the well-  
matched teams harnessed to faultless equipages  
blazing with the light and gay colours of ladies  
who are bedecked with the triumphs of the  
motiette and the milliner combine to present a  
picture which for definition, symmetry, and  
wealth of tint and tone it is indeed difficult to  
surpass, but after all these meets in a London  
park followed by a drive to the Crystal Palace  
for dinner are merely Society functions, and  
certainly stereotyped in their character. The  
sport of coaching is to drive through the country  
pbbill, and down dale, viewing the smiling land-  
scape from the box seat with the four ribbons in  
one's left hand, the right being free to apply the  
brake, to salute a lady, and to use the whip if  
need be. After all a whip will not make a  
horse get to his collar. To get the most out of  
a coach-horse as out of a racehorse a man wants  
"hands," that is to say the hands of sympathy  
which a horse realises so well. With these  
some men could drive a team with reins made  
of thin silk. Of course any man can drive good  
horses, but it requires an artist to drive a team  
of bad horses, and to control and humour the  
excitable equine. Here again is the sport of  
coaching. A friend of mine, who is an old  
Etonian, takes great delight in driving a pro-  
prietary coach some ninety-six miles a day for  
about five months in the year. He spent £400  
on a coach modelled upon those of the good old  
times and he keeps about fifty horses to do this  
journey day by day—seven times a week. But  
with his variety of horses and passengers, the  
changes in our climate, and the incidents of the  
road, he finds his hobby just as entertaining to  
himself and to others as the constant daily  
practice of cricket for four months. After all  
one is sometimes to think, and to ask oneself  
the utility of so much cricket. But coaching  
has both a practical and a sporting side. It is  
a means of locomotion and enables us to realise  
how our fathers travelled and saw the country  
while there is plenty of pastime and recreation,  
to say nothing of hard work in driving. Coach-  
ing to me is delightful, and I know few more  
thrilling experiences than to sit behind a noble  
and willing four who will stretch themselves out  
up a gradual hill for a mile, especially if the  
coach is well-built and so nicely balanced that  
one rides with comfort. There are plenty of  
four-in-hand coach drives in England, and if  
perchance a reader desires an agreeable change,  
and a *scopon* of sport, let him bargain for a  
seat on the box near the driver. Of course,  
coaching like everything else can be overdone.  
There never was such a sad example as this in  
the death of poor Jim Selby, the handsome  
Tunbridge Wells auctioneer, who took to driving  
for Lord Bective and Colonel Hathorne. From  
the astrum to the box was a wise in the world,  
and Selby became the first whip of the day.  
But he insisted on driving the Old Times coach  
from The White Horse Cellars, London, to  
Brighton and back, 107 miles in seven hours

and fifty minutes, on June 8th, 1888. At the  
Ascot meeting of 1888, a wager was laid of £1,000  
to £500 that this journey could not be done in  
eight hours. Travelling at an average of  
thirteen miles an hour, and sometimes at twenty,  
Selby reached the Old Ship Hotel, Brighton, in  
three hours, the journey having been done  
between 10 a.m. and 1 54.10 p.m. Turning  
round and starting back, the Cellar was reached  
at 5.50 p.m. The time was indeed extraordinary  
when we remember the changing of teams.  
But this was tremendous strains on his broken  
health. He won the wager in June, but he  
was dead in December. Nature is recuperative  
if she be given a chance, but Selby simply  
drove himself to death. Selby made coaching  
a business. I have been writing of it as a  
sport and recreation.

**THE BATTLE OF ETON AND HARROW.**  
Not even the cricket match between Oxford  
and Cambridge has the magnetic attraction for  
Society possessed by the annual game between  
the schools of Eton and Harrow, which was  
concluded up at Lord's last Saturday. The first  
match between the Gentlemen and the Players  
was decided on the original Lord's ground in  
Dorset Square in 1806, while the series between  
Oxford and Cambridge was commenced at Lord's  
in June, 1837, but I did you all mark the fact  
that Eton and Harrow first came into conflict  
on the tented field of cricket in 1805, also at old  
Lord's in Dorset Square, so the schoolboys of  
England set an example which the representa-  
tive cricketers of the country and the two great  
sister universities were glad to follow. But it is  
believed that there were several matches between  
the Etonians and the Harrovians prior to 1805,  
although the scores were not preserved. In the  
Harrow eleven of that year I find the name of Lord  
Byron, who was caught in the first innings for  
seven and bowled in the second for two.  
Harrow only scored 55 and 56, and Eton, with  
122, won by an innings and two runs. Perhaps  
the smallness of the Harrow scores is explained  
by the remark in one of Lord Byron's letters  
that "we were most of us rather drunk." How  
I got home after the play God knows. At any  
rate we have improved since those  
barbarous days. I note, too, that Lord Byron  
bowed one J. Kaye for seven. Byron was  
particularly fond of cricket, despite his club-  
foot, and we often find allusions to the  
game in the letters of his younger days. When  
he resided at his country-house at Southwell in  
Nottinghamshire he was a member of the two  
brothers' club and John Jackson learned to  
bowl. The great poet had his faults we all know,  
but never forget he wrote the famous lines—  
Yet when confinement's lingering heur was  
done,  
Our sports, our studies, and our souls were  
one;  
Together we impelled the flying ball,  
Together joined in cricket's manly toil.  
Yes, "cricket's manly toil" has never been for-  
gotten. What a great tribute then to the  
English continuity of custom and the never  
ending sequence of our sport is the game be-  
tween Eton and Harrow. The greatest amateurs  
of the last hundred years have taken part in  
these games, always excepting the one and only  
W. G. Grace, the "free gift of Nature" as  
Carlyle's phrase runs, for he needed no more  
schooling for cricket than Shakespeare for his  
playwriting. But of late years Eton have had  
a sorry time, worse even than the Gentlemen  
against the Players, for the amateurs did win in  
1898, but the Etonians have to go back to 1894  
for their last win against the Harrovians.  
London, 19th July.

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Hongkong, 20th May 1895. [27]

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Current Rates.  
SIEMSEN & CO.,  
Agents.  
Hongkong, 16th November, 1892. [25]

**NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.**  
TOTAL FUNDS at 31st DECEMBER, 1901,  
£1,215,722,093.  
I. AUTHORIZED CAPITAL..... £3,000,000 0 0  
SUBSCRIBED CAPITAL..... 2,750,000 0 0  
PAID-UP CAPITAL..... 487,500 0 0  
II. FIRE FUNDS..... 2,685,548 5 2  
The Underigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 1st July, 1902. [1796]

**THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.**  
INCORPORATED 1851.  
Cash Security ..... £262,719  
Total Losses Paid ..... £2,769,240  
The Underigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.  
WM. MEYERINK & CO.,  
Hongkong, 22nd July, 1902. [1427]

**SALAMANDER FIRE INSURANCE COMPANY.**  
The Underigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.  
BENZ, JACOB & CO.,  
Hongkong, 2nd April, 1902. [29]

**PHENIX FIRE OFFICE**  
The Underigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.  
DOUGLAS LAFFRAK & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [28]

**"L'URBAINE" FIRE INSURANCE COMPANY, LD.**  
(Established 1858).  
THE Underigned, having been appointed  
GENERAL AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
at current rates.  
P. LEMAIRE & CO.,  
Hongkong, 7th February, 1901. [473]

**CARBOLINEUM-AVENARIUS.**  
USED FOR OVER 25 YEARS.  
TRADE MARK  
CARBOLINEUM-AVENARIUS  
Is Claimed for about  
£500,000 NET.

Thoroughly reliable preservative for Wood  
and Stone against White Ant, Decay, Fungus  
Rot, and Dampness.  
LUTGENS, EINSTAMANN & CO.  
Sole Agents for China.  
Hongkong, 1st July, 1902. [1810]

**BUDWEISER BEER.**  
EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.  
ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.

**F. BLACKHEAD & CO.**  
Sole Agents.  
Hongkong, 25th July, 1902. [12030]

**NOW ON SALE.**  
**DIRECTORY OF PROTESTANT MISSIONARIES**  
IN  
**CHINA AND JAPAN**  
FOR 1902.  
WITH ALPHABETICAL LIST.  
70 PAGES. BOUND IN CLOTH AND  
LETTERED, \$1.

On Sale at  
Messrs. KELLY & WALSH, LD., Hongkong  
Shanghai and Yokohama;  
Messrs. W. BROWN & CO., Hongkong and  
Shanghai;  
Messrs. A. B. WATSON & CO., Amoy;  
Messrs. A. R. WATSON & CO., Foochow.  
The "DAILY PRESS" Office, Hongkong, and  
at the London Office, 131, Fleet Street  
Hongkong, 29th November, 1901. [99]







VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	"PYRRHUS"	On 20th August
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August
GLASGOW and LIVERPOOL	"JASON"	On 3rd September
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September
GLASGOW and LIVERPOOL	"KALOS"	On 18th September
GLASGOW and LIVERPOOL	"ACHILLES"	On 20th September

FOR	STEAMERS	TO SAIL
LONDON AND ANTWERP	"TELEMACHUS"	On 20th August.
LONDON	"ANTENOR"	On 28th September.
LONDON	"DARDANUS"	On 16th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"JASON"	On 14th October.
LIVERPOOL (Taking Cargo at London Rates)	"PYRRHUS"	On 20th September.

Hongkong, 18th August, 1902.

AGENTS, O. S. S. CO.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	† "WOOSUNG"	On 18th August.
MANILA	† "SUNGKIANG"	On 23rd August.
AMOI and SHANGHAI	† "SHANSI"	On 23rd August.
PORT DARWIN THURSDAY		
ISLAND COASTWATER GAINES		
TOWNSVILLE, BRISBANE	•† "TSINAN"	On 23rd Aug. at 4 p.
SYDNEY MELBOURNE and ADELAIDE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 18th August, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI INLAND SEA OF JAPAN, MOJI, KOREA & YOKOHAMA FOR PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN HONGKONG

"INDRAMA" 1,200 September 13, 1902

Through Bill of Lading issued to Pacific Coast and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"DIAMANTE"

Captain R. Rodger, will be despatched for the above port on THURSDAY, the 21st inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 18th August, 1902.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE

THE Company's Steamship

"NIPPON"

Captain Klausberger, will leave for the above places on FRIDAY, the 22nd inst., P.M.

This steamer has special accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 14th August, 1902.

## CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL

AT BRANDBURG, ON FRIDAY, the 22nd inst., at 10 A.M.

Saloon Passengers will be despatched for the above ports on FRIDAY, the 22nd inst., at 10 A.M.

REDUCED FARES for Passengers of which can be obtained on application to the Agents.

Under charter.

NEXT SAILINGS

"TSINAN" 23rd August

"CHANGSHA" 2nd September

"CHINGPO" 10th September

"TAIYUAN" 17th October

"HILGREN" 20th September

"RICHMOND CASTLE" 30th September

"LOPHIAN" 1st October

"LOWTHER CASTLE" 10th October

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 18th August, 1902.

## BUTTERFIELD &amp; SWIRE

CHINA NAVIGATION CO., LTD.

Hongkong, 18th August, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS)

Proposed sailings from Hongkong

"LENNOX" About 23rd August

"HEATHBURN" 31st Aug.

"AERIDE" 10th Sept.

"HILGREN" 20th Sept.

"RICHMOND CASTLE" 30th Sept.

"LOPHIAN" 1st Oct.

"LOWTHER CASTLE" 10th Oct.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 18th August, 1902.

## "GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"GLENBOY"

Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight, apply to MCGREGOR BROS. & GOW, Hongkong, 4th August, 1902. [2100]

UNITED STATES AND CHINA JAPAN

REGULAR MONTHLY SERVICE

FROM JAPAN, CHINA, HONGKONG AND SINGAPORE

TO NEW YORK (VIA SUEZ CANAL)

The following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates.

Proposed sailings from Hongkong

S.S. "INDAWADI" 15th Sept. 1902

S.S. "INDAWADI" 15th Oct. 1902

For Freight and further information, apply to JARDINE, MATHESON & CO., Agents.

1280

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CAUTERA and CAUTERA every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 15th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1902. [11]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 22nd of August, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of August, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 15th August, 1902. [1900]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PARRAMATTA"

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

The vessel brings on Cargo:

From London, &c., ex ss. Himalaya.

From Australia, ex ss. Oceania.

From Persian Gulf, ex ss. Pemba and Kilma.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 15th inst.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case without order.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 15th August, 1902. [1]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG"

Captain Kiroch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 15th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 8 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Agents.

Hongkong, 15th August, 1902. [1125]

## HONGKONG.

STEAMERS.

Arnold Layton, German str., 1,075, Payson, Aug. 14, E. A. Trading Co.

Asama, British steamer, 2,671, Boment, Aug. 19, Shewan, Tomes & Co.

Bayona, German str., 3,123, Bloeker, Aug. 18, Mulders & Co.

Binh Thuan, French str., 1,094, Trus, Aug. 13, Chianse.

Bjorn, Norw. str., 732, Christensen, Aug. 16, Carlowitz & Co.

Brenmar, British str., 3,216, Watt, July 11, Dodwell & Co., Limited.

Buen Viaje, American str., 275, Ross, July 8, Orler.

Carl Diederichsen, German str., 774, Hansen, Aug. 16, Joben & Co.

Changchow, British str., 1,203, Pearce, Aug. 11, Butterfield & Swire.

Changsha, British str., 1,493, Moore, Aug. 16, Butterfield & Swire.

China, Austrian str., 3,855, Mores, Aug. 15, Sander, Wierler & Co.

Chiyun, Chinese str., 1,211, Sleeman, Aug. 16, Chinese.

Chowla, German str., 1,055, Kohler, Aug. 14, Butterfield & Swire.

Chuan, British str., 1,282, Sinclair, Aug. 8, Bradlee & Co.

Crown of Aragon, British str., 1,474, Dorward, Aug. 18, Gilman & Co.

Deutscher, German str., 1,001, Frahm, Aug. 10, Siemssen & Co.

Diamanta, British str., 1,254, Rodger, Aug. 15, Shewan, Tomes & Co.

Doiungdo de Larange, Brit. str., 2,851, Hudson, Aug. 11, Dodwell & Co., Limited.

Doric, British steamer, 4,975, Smith, Aug. 16, O. & S. N. Co.

E. A. Layton, Ger. str., 1,152, Martens, Aug. 13, E. A. Layton.

Eros, Norwegian str., 708, Reutz, Aug. 14, Chinese.

Fausang, British str., 1,410, Payne, Aug. 17, Jardine, Matheson & Co.

Haitan, British str., 1,183, Beach, Aug. 17, Douglas LaPraik & Co.

Hue, French steamer, 794, Goddard, Aug. 18, A. R. Martz.

Indrapura, British str., 3,152, Hollingsworth, Aug. 17, Allan Cameron.

I. de la Paz, Amr. str., 650, Such, Aug. 3, Order.

Kowloon, German str., 1,493, Stehr, Aug. 17, Butterfield & Swire.

Kweilin, British str., 1,108, McIntosh, Aug. 17, Butterfield & Swire.

Laisang, British str., 2,225, Young, Aug. 11, Jardine, Matheson & Co.

Machow, German str., 995, Hayes, Aug. 7, Melchers & Co.

Maidrau Maru, Japanese str., 667, Saito, Aug. 16, Mitsui Bussan Kaisha.

Maria Jensen, Ger. str., 1,771, Hemmet, July 22, Joben & Co.

Nanshan, Brit. str., 1,299, Moysen, Aug. 6, Bradley & Co.

Pakistan, British str., 1,235, Reid, May 28, Bradley & Co.

Pax, Belgian steamer, 1,207, Rankin, Aug. 3, Melchers & Co.

Progress, German str., 682, Meyer, Aug. 17, Siemssen & Co.

Pronto, German str., 632, Grandt, Aug. 17, Siemssen & Co.

Quang Nam, French str., 893, Martino, Aug. 16, Chin ss.

Quarta, German str., 1,146, Johansen, Aug. 18, Chinese.

Riojun Maru, Jap. str., 2,972, Ohno, Aug. 16, Nippon Yusen Kaisha.

Rosetta Maru, Jap. str., 2,406, Tate, Aug. 17, Mitsui Bussan Kaisha.

Sungkiang, British str., 1,021, Outerbridge, Aug. 17, Butterfield & Swire.

Tacoma, British str., 1,689, Dixon, Aug. 7, Dodwell & Co., Limited.

Skuld, Norwegian str., 914, Berhom, Aug. 16, Chinese.

Taisang, British str., 1,544, Bradley, Aug. 14, Jardine, Matheson & Co.

Theodor Willt, German str., 3,369, Mayorhof, Aug. 18, Jensen & Co.

Tingsang, British str., 1,045, Sawyer, July 20, Jardine, Matheson & Co.

Tordenskjold, Norw. str., 736, Bruhn, Aug. 18, Sander, Wierler & Co.

Tsintau, German str., 1,002, Koch, Aug. 10, Butterfield & Swire.

Victoria, Swedish str., 989, Hellberg, Aug. 7, Chinese.

Woonang, British str., 1,169, Dowson, Aug. 12, Butterfield & Swire.

Yikang, British str., 1,835, Bowker, Aug. 14, Jardine, Matheson & Co.

Yuehsang, British str., 1,128, Rolfe, Aug. 7, Jardine, Matheson & Co.

Yunssan, British str., 1,206, Benson, Aug. 18, Butterfield & Swire.

Zafro, British str., 1,611, Ramsay, July 11, Shewan, Tomes & Co.

Zivir, Austrian str., 2,103, Randic, Aug. 10, Order.

SAILING VESSELS.

Adolph Obvig, Amr. str., 1,006, Amesbury, May 30, Standard Oil Co.

Alas, American ship, 1,352, McKay, July 14, Standard Oil Co.

Comet, British barque, 3,000, Davis, April 28, Chinese.

Grosvener, British barque, 516, Boga, June 13, Order.

Hamburg, British barque, 1,649, Caldwell, June 10, Siemssen & Co.

Kela, British ship, 1,822, Hughes, June 23, Order.

Kriemhild, Norw. ship, 995, Iversen, June 13, Sander, Wierler & Co.

Mannul Llagano, Amr. ship, 1,468, Nicholls, July 31, Standard Oil Co.

Val de Dron, Sarawak barque, 689, Petersen, July 1, Sander, Wierler & Co.

Willacott, Amr. barque, 1,805, Macdon, Aug. 8, Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacritty, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Brinkus, at Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Weihaiwei.

Algerine, slop, 1,050 tons, 6 guns, 1,100 h.p., Com



## POST OFFICE NOTICES

The *Empress of India*, with the Canadian Mail, left Shanghai on Saturday, the 16th inst., at 7 p.m., and may be expected here to-day.

The *Princess Irene*, with the German Mail of the 23rd ult., left Singapore on Friday, the 15th inst., at 11 a.m., and may be expected here to-day.

The *Nippon Maru*, with the American Mail of the 24th ult., left Yokohama on Wednesday, the 13th inst., at 11 a.m., and may be expected here on or about Thursday, the 21st inst.

## MAILS WILL CLOSE

FOR	PER	DATE
Canton	Hankow	Tuesday, 19th, 7.30 A.M.
Swatow, Amoy, and Poochow	Hankow	Tuesday, 19th, 11.00 A.M.
Manila	Yokohama	Tuesday, 19th, 11.00 A.M.
Manila	Yokohama	Tuesday, 19th, 11.00 A.M.
Manila	Yokohama	Tuesday, 19th, 11.00 A.M.
Manila	Yokohama	Tuesday, 19th, 11.00 A.M.
Manila	Yokohama	Tuesday, 19th, 11.00 A.M.
Manila	Yokohama	Tuesday, 19th, 11.00 A.M.
Manila	Yokohama	Tuesday, 19th, 11.00 A.M.
Manila	Yokohama	Tuesday, 19th, 11.00 A.M.

Europe, &c., India via Taticoria. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Singapore, Penang and Calcutta. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Shanghai, Nagasaki, Kobe, Yokohama, Hongkong, and San Francisco. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Yokohama and Kobe. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Yokohama, Victoria (B.C.) and Seattle. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

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Yokohama, Victoria (B.C.) and Seattle. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

## JOINT STOCK SHARES

Hongkong, 16th August.

Company	Par	Up	Down	Quotations
Hongkong & Shanghai	125			125, sellers
Nat'l Bank of China	25			25, sellers
A. Shares	25			25, sellers
B. Shares	25			25, sellers
Foun. Shares	25			25, sellers
Hongkong & Shanghai	125			125, buyers
Nat'l Bank of China	25			25, buyers
A. Shares	25			25, buyers
B. Shares	25			25, buyers
Foun. Shares	25			25, buyers

## THE WEATHER

CHINA COAST METEOROLOGICAL REGISTER, 16th AUGUST, P.M.

STATION	Hour	Barometer	Thermometer	Humidity	Wind	Weather
Vladivostok	2 p.m.	30.00	68.0	82	SE	0
Nagasaki	2 p.m.	30.00	68.0	82	SE	0
Kobe	2 p.m.	30.00	68.0	82	SE	0
Yokohama	2 p.m.	30.00	68.0	82	SE	0
Shanghai	2 p.m.	30.00	68.0	82	SE	0
Amoy	2 p.m.	30.00	68.0	82	SE	0
Swatow	2 p.m.	30.00	68.0	82	SE	0
Canton	2 p.m.	30.00	68.0	82	SE	0
Hankow	2 p.m.	30.00	68.0	82	SE	0
Peking	2 p.m.	30.00	68.0	82	SE	0

## HONGKONG TIDE TABLE

From 12th to the 26th August.

High Water	Low Water
12th	12th
13th	13th
14th	14th
15th	15th
16th	16th
17th	17th
18th	18th
19th	19th
20th	20th
21st	21st
22nd	22nd
23rd	23rd
24th	24th
25th	25th
26th	26th

## ON SALE

1902 1902 1902

## MAIL TABLES

THE CARD published at the Daily Press Office

Contains: English Mails, home and outward

French

German

Canadian

United States

Dated Post

Calendar for 1902

This is more information than is given on any printed in London for which fifty cents is charged. The price of the locally printed card is 20 cents. It is sent by post on application. It is sent by post on application. It is sent by post on application.

## VISITORS AT HOTELS

HOTELS

Hotel	Visitor
Hotel	Mr. D. W. Anderson
Hotel	Mr. W. S. Bailey
Hotel	Mr. B. J. Barclay
Hotel	Mr. F. C. Barlow
Hotel	Mr. J. T. Bell
Hotel	Mr. J. V. Bennett
Hotel	Mr. J. Black
Hotel	Mr. S. P. Blair
Hotel	Mr. & Mrs. B. Boggan
Hotel	Mr. E. A. Bonner
Hotel	Mr. F. F. Bovet
Hotel	Dr. Bower
Hotel	Mr. and Mrs. A. J. Bra
Hotel	Mr. W. E. Brown
Hotel	Major Buttenschaw
Hotel	Mr. A. J. Chrysal
Hotel	Dr. F. Clarke
Hotel	Mr. G. E. Cole
Hotel	Mr. J. B. Colson
Hotel	Mr. M. B. Cook
Hotel	Mr. J. Cronin
Hotel	Mr. E. Dalziel
Hotel	Mr. A. Debrunner
Hotel	Mr. F. H. Derbyshire
Hotel	Mr. G. W. Dollo
Hotel	Mr. T. C. Dowling
Hotel	Mr. F. Edwards
Hotel	Mr. F. Eason
Hotel	Mr. N. G. Evans
Hotel	Mr. T. E. Farrell
Hotel	Mr. H. G. Fisher
Hotel	Mr. K. Fukushima
Hotel	Mr. H. G. Goldsmith
Hotel	Mr. John Grant
Hotel	Mr. A. H. Hays
Hotel	Mr. F. E. Higgins
Hotel	Mr. F. W. Hills
Hotel	Mr. A. J. Hopkins, Jr.
Hotel	Mr. H. E. Howard
Hotel	Mr. and Mrs. N. H. Hulse
Hotel	Dr. W. Hunter
Hotel	Mr. D. Jaffe
Hotel	Mr. K. Johanson
Hotel	Mr. & Mrs. R. S. Joseph
Hotel	Mr. E. A. Ketch
Hotel	Mr. F. Kline
Hotel	Mr. J. E. Lee
Hotel	Mr. Douglas Abbey
Hotel	Mr. L. H. Linton
Hotel	Major H. G. Benson
Hotel	Mr. Henry Bingham
Hotel	Mr. Andrew Beattie
Hotel	Mr. & Mrs. A. H. Bot
Hotel	tenheim & children
Hotel	Major Bowley
Hotel	Miss R. Bottenheim
Hotel	Mr. Ralph A. Brynson
Hotel	Mr. H. P. Brynne
Hotel	Mrs. A. Chapman
Hotel	Mr. W. G. Clark
Hotel	Mr. Edgar Cockell
Hotel	Mr. A. P. Courie
Hotel	Mr. J. P. Cottam
Hotel	Mr. A. S. D. Constand
Hotel	Mr. J. W. Cowan
Hotel	Mr. & Mrs. G. H. Dunn
Hotel	Major and Mrs. Denny
Hotel	D.A.A.G.
Hotel	Mr. & Mrs. Drayson
Hotel	Mrs. Dunford & child
Hotel	Lieut. Col. and Mrs.
Hotel	Mr. A. F. Fink
Hotel	Mr. Andrew Forbes
Hotel	Mr. G. C. Lindsay Grant
Hotel	Mr. Geo. Grimble
Hotel	Mr. Bertram E. Hanson
Hotel	Major Hamilton
Hotel	Mr. & Mrs. R. M. Hazen
Hotel	Mr. J. H. Mitchell
Hotel	Mr. & Mrs. F. R. C. Sar
Hotel	plis
Hotel	Major M. J. Whitty
Hotel	Lieut. M. J. Whitty
Hotel	Mr. & Mrs. L. Wright

## CHINA COAST METEOROLOGICAL REGISTER

16th AUGUST, P.M.

STATION	Hour	Barometer	Thermometer	Humidity	Wind	Weather
Vladivostok	2 p.m.	30.00	68.0	82	SE	0
Nagasaki	2 p.m.	30.00	68.0	82	SE	0
Kobe	2 p.m.	30.00	68.0	82	SE	0
Yokohama	2 p.m.	30.00	68.0	82	SE	0
Shanghai	2 p.m.	30.00	68.0	82	SE	0
Amoy	2 p.m.	30.00	68.0	82	SE	0
Swatow	2 p.m.	30.00	68.0	82	SE	0
Canton	2 p.m.	30.00	68.0	82	SE	0
Hankow	2 p.m.	30.00	68.0	82	SE	0
Peking	2 p.m.	30.00	68.0	82	SE	0

## HONGKONG TIDE TABLE

From 12th to the 26th August.

High Water	Low Water
12th	12th
13th	13th
14th	14th
15th	15th
16th	16th
17th	17th
18th	18th
19th	19th
20th	20th
21st	21st
22nd	22nd
23rd	23rd
24th	24th
25th	25th
26th	26th

## ON SALE

1902 1902 1902

## MAIL TABLES

THE CARD published at the Daily Press Office

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French

German

Canadian

United States

Dated Post

Calendar for 1902

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YAU MATI.